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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY	Bulgaria	REPORT	[redacted] 25X1
SUBJECT	Airfield Near Septemvri	DATE DISTR.	5 April 1954
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This is UNEVALUATED Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

[redacted] 25X1

Location

1. This airfield is located 14½ kilometers to the west of the city of Pazardzhik at a point 100 meters to the south of the Pazardzhik-Septemvri (formerly Saran'ovo) railroad line, 600 meters to the east of the Septemvri-Simeonevets (formerly Saitovo) highway and 90 meters to the north of the Pazardzhik-Bel'ovo highway, 2.8 kilometers southeast of Septemvri and 1200 meters to the east of the Septemvri railroad station. [redacted] The field runs in an east-west direction. 25X1

Description of the Terrain

2. Description of the terrain was given as follows:

   a. North boundary; about 2300 meters long;

   b. West boundary; about 1100 meters long;

   c. South boundary; about 1950 meters long; and

   d. East boundary; length undetermined, since the east boundary follows the countless curves of the Chepinska River [redacted] the river is called the Lukovitsa). 25X1

3. The field was built by the Germans during the last war and served German light bomber groups and their cover fighters for operations over the Aegean Sea.

4. The rebuilding of the airfield was started in the spring of 1951 and was completed in the spring of 1953. During the course of this rebuilding, a small tributary of the Maritsa River was given a new course. This stream flows into the right side of the Maritsa, and is unidentified. The ground has been drained and converted into a dry meadow. Although the field had already been provided with a drainage system, it was given an entirely new system during the course

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25 YEAR RE-REVIEW

STATE	x	ARMY	x	NAVY	x	AIR Ev	x	FBI		AEC					

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of the reconstruction. The water collected by the drainage system is in part emptied into the Lukovitsa River and in part into the channel of the above-mentioned stream. Since the water level in the streams is rather high during the spring thaws, there are two diesel-driven pumping stations at the sides of the field to lift the water over the dikes of the streams.

Runways and Aprons

5. The runway is concrete and runs from the southwestern corner of the field diagonally across the field to the northeastern corner. [redacted] 25X1 this runway is 18 meters wide and is built of concrete slabs with tar expansion joints. No details were available regarding the foundations of the runway.

6. Along the northern edge of the field there is an apron, which is always freshly rolled. From this, two rolled-aprons lead to the runway at a sharp angle. [redacted] 25X1

Buildings

7. Along almost the entire length of the western edge of the field, there are six completed hangars and two hangars still under construction. Each hangar is 50 x 30 meters, of concrete construction, with concrete and glass walls, concrete floors and corrugated iron roofs. The most northern and southern hangars are still under construction.

8. At the center point of the boundary, between the completed hangars, there is a 3-story building of concrete construction with a flat roof and a glass tower. This building houses the following:

   a. The airfield control;

   b. The airfield headquarters detachment;

   c. The airfield inspection officer;

   d. The radio inspection officer; and

   e. The offices of the commanding officers and the guard rooms of the airfield guard.

9. Behind the hangars, in a westerly direction, there are a pair of two-story buildings with flat roofs used for storage.

10. The airfield barracks are located to the west of the field, i.e., west of the western boundary between the rear of the hangars and the storage buildings and the above-mentioned unidentified stream. These barracks not only house the units stationed at the field, but also the antiaircraft units. It is reported that an entire antiaircraft regiment is stationed here. [redacted] 25X1

11. The two barracks complexes are separated by a wire fence. The airfield barracks complex consists of the following buildings:

   a. A three-story command building;

   b. Three 3-story barracks buildings with flat roofs;

   c. One 2-story school building;

   d. One 2-story kitchen-canteen and mess hall building;

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e. One single-story building for guards and guard house;

f. One shed-like workshop building with two attached 1-story workshop buildings; and

g. Four garage rows.

The antiaircraft barracks consist of three 3-story buildings and three garage rows.

12. At a point 500 meters from the southwestern corner and 800 meters from the northeastern corner of the field, near the Lukovitsa River, there is a concrete antiaircraft emplacement for four guns.

Radar, Radio and Meteorological Station

13. The UHF transmitter and the receiving installations of the airfield are located in the tower of the airfield, and a simple staff antenna, 10 meters high, is located on the roof of the same building. The radio is a Type 12, delivered by the Budapest radio factory. This is the type designation for a radio in common use in the Satellite countries and the USSR. The field does not have a radar installation of its own, and there are no indications that there are mobile radar installations at the field. [redacted] 25X1 this is due to the fact that there is an air observation and reporting system along the Greek-Bulgarian border under the direction of the Russians which is in radio and telephone contact with the airfield command.

14. The meteorological station of the field is located to the north of the field, next to the antiaircraft battery on the far side of the stream in a requisitioned and remodled farm (Kulak) house.

Depots for Motor Fuel, Munitions and Spare Parts

15. On the airfield itself, between the barracks, there are four completed tanks and two others still under construction. The capacity of these tanks is unknown. These tanks are connected with the central fuel depot through underground pipelines.

16. The central fuel depot is adjacent to the barracks complex and lies next to the railroad platform of the industrial spur line. The munitions depot as well as the rocket and bomb depot of the airfield is behind the barracks complex to the west, between the highway and the barracks. The munitions depot consists of four buildings, each 15 x 8 meters, half sunk into the ground and further protected by earthworks. The buildings have brick walls and light, wooden roofs. The entire munitions depot is surrounded by a barbed wire fence. The place is guarded day and night by an officer, an NCO and a guard of nine men. The watch is made up of one standing and two moving guards.

17. The munitions depot contains ready ammuntion for the troops stationed in the barracks, practice ammunition for the antiaircraft units as well as their ration for three days fighting and enough ammunition and rockets for the aircraft units for three days. There is also an unknown quantity of bombs. The largest type is a 300 kilogram bomb.

17. Spare parts are kept in the depot located behind the hangars. The mobilization equipment for the units is also kept here.

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Field Boundaries

18. As has already been stated, the field is bounded on the east by the Lukovitsa River, on the west by the new channel of the unidentified stream. On the north and on the south, the field is enclosed by a barbed wire fence next to the railroad line and the road.

Aircraft Revetments

19. Aircraft revetments are situated along the northern edge of the field. There are about 30 in all. The exact number could not be determined. [redacted] 25X1

[redacted]

20. There are at least two, sometimes three or even four aircraft parked in each of these stands. The latter occurs when other units visit the field. These revetments are built in the usual manner, and are sunk in the ground and surrounded by earthworks.

Rail and Highway Connections

21. Railroad connection is provided for by an industrial spur line which branches to the east from the Plovdiv-Pazardzhik-Ikhtiman line at Septemvri station and ends at an L-shaped platform to the north of the barracks.

Wind Direction and Aircraft Approach

22. The prevailing wind direction is northeast-southwest and the wind force is usually moderate. [redacted] approaches to the field from the direction of the Greek border are strictly prohibited. 25X1

Garrison

23. In addition to the Bulgarian forces, there are Soviet training and advisory personnel. The commandant of this advisory mission is a [redacted] colonel, 25X1 while the commandant of the field is a Bulgarian major. The commandant of the antiaircraft regiment is a Bulgarian captain. A Bulgarian flight regiment. [redacted] composd of two Otdelenies (squadrons) is stationed here. [redacted] 25X1 [redacted] Personnel have field green 25X1 uniforms of Soviet pattern, without regiment number and without insignia.

24. [redacted] only fighter-bombers of the IL-10 type are stationed 25X1 at this field. These planes, however, are considered modern in Bulgaria. The following are also stationed at the field:

a. One antiaircraft machine gun company with nine 12.7 mm. antiaircraft machine guns;

b. One communications company;

c. One engineering platoon;

d. One transportation platoon; and

e. One medical platoon.

The commander and airfield commandant is the Bulgarian Colonel Vasil Stoitsa (sic, probably Stoikov or Stoichov).

25. [redacted] a squadron of the fighter regiment from the Pleven Airfield 25X1 is reportedly stationed at the field with 20 MIG-15 jets and 170 men.

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Antiaircraft Artillery

26. The following are in the antiaircraft artillery barracks adjacent to the Air Force barracks:

a. One antiaircraft regiment, consisting of an antiaircraft machine gun company (nine 12.7 mm. machine guns);

b. One communications company;

c. One medical platoon;

d. The regimental command; and

e. Two antiaircraft cannon section with three batteries each and four guns per battery (85 mm. antiaircraft guns).

The total strength is about 700 men and the commandant is a Captain Chiva Loncean (sic).

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